



**Policy Committee Meeting Minutes
July 16, 2018**

<http://www.fampo.gwregion.org/committees/policy-committee/>

Adopted: September 17, 2018

Members Present:

Mr. Tim McLaughlin, Chair, County of Spotsylvania
Mr. Tim Barody, City of Fredericksburg (In at 6:25 p.m.)
Mr. Matt Kelly, City of Fredericksburg (In at 6:38 p.m.)
Mr. Kevin Marshall, Spotsylvania County
Mr. David Ross, Spotsylvania County
Mr. Mark Dudenhefer, Stafford County
Ms. Wendy Maurer, Stafford County (Alternate for Ms. Meg Bohmke)
Ms. Cindy Shelton, Stafford County
Mr. Chuck Steigerwald, PRTC (In at 6:15 p.m.)
Ms. Marcie Parker, VDOT

Others Present:

Mr. Todd Horsley, DRPT
Ms. Susan Gardner, VDOT
Mr. Stephen Haynes, VDOT
Mr. Dave Swan, CTAG Chairman
Mr. Mark Cole, Spotsylvania County (In at 6:50 p.m.)
Mr. Paul Trampe, Spotsylvania County
Mr. Paul Milde, Fredericksburg Chamber of Commerce (In at 6:50 p.m.)
Mr. Ram Jagannathan, Baker International
Mr. Paul Prideaux, Baker International
Mr. Chris Gay, WSP
Mr. Rupert Farley, CTAG
Mr. Dave McLaughlin, CTAG

Staff Members Present:

Mr. Paul Agnello, FAMPO
Ms. Briana Hairfield, FAMPO
Ms. Kari Barber, FAMPO
Mr. John Bentley, FAMPO
Mr. Colin Cate, FAMPO
Ms. Linda Millsaps, GWRC
Ms. Michele Dooling, GWRC
Ms. Diana Utz, GWRC
Ms. Leigh Anderson, GWRC
Ms. JoAnna Roberson, GWRC

CALL FAMPO MEETING TO ORDER

Chairman, Mr. McLaughlin called the meeting to order at 6:00 p.m. At the onset of the meeting a quorum was not present. Discussion items from the agenda were addressed and Action items were voted on later in the meeting after a quorum was present. (A quorum was present at 6:25 p.m.)

APPROVAL OF FAMPO AGENDA

Upon motion by Mr. Kelly and seconded by Mr. Ross, with all concurring, the agenda for the July 16th meeting was approved as submitted.

PUBLIC INVOLVEMENT

Mr. Farley spoke in opposition to the part of Item 7-C on the agenda recommending a Legislative Committee to lobby for weakening the Smart Scale Accessibility standard from 45 minutes to 60 miles. Mr. Farley stated this is an ill-advised bailout for our locality that would be a reward for past bad planning behaviors; an insult to the taxpayers of Virginia; and a serious undermining of the most desirable goals of Smart Scale.

Mr. Farley recommended instead, that the Legislative Committee lobby for a study of the cost/benefits of replacing our automobile-based transportation system, which has repeatedly failed to work, with a public-transit-based transportation network.

CHAIRMAN'S COMMENTS - None

CONSENT AGENDA

- a.) **Approval of Resolution 19-01, Authorizing the Technical Advisory Committee to approve, for submittal, to the Federal Highway Administration, the Fiscal Years 2018-2021 Transportation Improvement Program and 2045 Long Range Transportation Plan Air Quality Conformity Report on behalf of the Policy Committee – Mr. Nick Quint**
- b.) **Approval of Resolution 19-02, Adopting Traffic Congestion and On-Road Emissions Performance Targets for the Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Mr. Paul Agnello**
- c.) **Approval of Resolution 19-03, Amending the FY2018-2021 Transportation Improvement Program to add UPC 113936 – Mr. Nick Quint**

Upon motion by Mr. Kelly and seconded by Mr. Dudenhefer, with all concurring, the Consent Agenda for the July 16th meeting was approved as submitted.

ACTION ITEMS/DISCUSSION ITEMS

- a.) **Approval of Policy Committee Meeting Minutes of June 18, 2018 – Mr. Paul Agnello**

Upon motion by Mr. Ross and seconded by Mr. Kelly, with Ms. Maurer abstaining and all others concurring, the minutes from the June 18th meeting were approved as submitted.

b.) Route 1 STARS Study – Mr. Paul Agnello & Mr. Chis Gay

Mr. Gay stated that VDOT's STARS program goals are to develop comprehensive and innovative transportation alternatives that will relieve congestion bottlenecks throughout the region and will solve critical safety challenges. Mr. Gay advised STARS projects will be developed and programmed into VDOT's Six-Year Improvement Plan.

Mr. Gay advised safety was a consideration in selecting projects as well as minor improvements to roadways that will result in lesser congestion. Mr. Gay stated the data that was used was provided by Mr. Haynes from VDOT and is based on 2030 projections.

Mr. Gay stated the improvement projects that will be considered are in the City of Fredericksburg and are as follows:

PM Peak Period of most Congestion at the Fall Hill Avenue Intersection where significant delays occur and at Cowan Boulevard/Rowe Street where moderate delays occur. Mr. Gay stated also the weaving issue at Cowan Boulevard was addressed. Mr. Gay stated improvement areas that have significant delays result in those areas that have an E/F capacity level and those with moderate delays have a C/D capacity level

Queuing Issues resulted for improvements at Princess Anne Street/Hanson Avenue where southbound and westbound left turn lanes are recommended; at fall Hill Avenue for southbound and westbound left turn lanes; & Cowan Boulevard/Rowe Street for northbound left turn lane and southbound right turn lane

Mr. Gay advised that consistent with 2030 no build traffic conditions, the locations cited above still show to be where the largest short-term immediate needs should occur, and these are the following four areas: Princess Anne Street/Hanson Avenue; Fall Hill Avenue; Augustine Avenue/Powhatan Street; & Cowan Boulevard/Rowe Street.

Mr. Gay relayed that road segments and crash data was also compiled. Mr. Gay stated that even with existing traffic data that the four roads selected for study mentioned above are already much higher than the State-wide average and as traffic projections expect to nearly double by 2030 the crash rates are expected to continue to increase.

Mr. Gay stated that improvement options for potential improvements that would be affordable and result in no major project reformations include the following recommendations:

Crash Mitigation measures
Innovative Intersection concepts
Intersection Geometry

Signal Operations
Turn Restrictions
Access Management

Ms. Shelton asked if these improvements would also result in having individual localities to update and amend its current comprehensive plans to coincide with the project improvements recommended. Mr. Gay stated that specifically the projects mentioned today are projects in the City of Fredericksburg and the City has modified its land use ordinance plan and will make final amendments to their comprehensive plans as the projects move forward.

Mr. Gay stated the preferred recommended alternatives for Princess Anne Street/Hanson Avenue result in a combination of restricting turn movements and access management movements and will result in the following improvements:

Major reduction in delay from significant to slight level
A 31% crash reduction rate versus a no-build option
A Freedom Lane vacation that will create opportunities for alternate uses
Intersections simplified
Access Management Improvements

Mr. Gay stated that preferred alternatives for Fall Hill Avenue are still being studied and defined and an update will be provided at a future Policy Committee meeting. Mr. Gay advised that preferred alternatives at Cowan Boulevard/Rowe Street will result in the following improvements:

Delay reduced by 23% (but even this improvement, this intersection will be rated as having significant levels of delay)
Cross Street operations will be improved
A 36% crash reduction rate versus a no-build option
The northbound left turn queuing issue will be improved with extended storage being provided with a preferred alternative at Cowan Crossing/Spotsylvania Avenue intersections

Mr. Gay relayed that preferred alternatives at Cowan Crossing/Spotsylvania Avenue will result in the following improvements:

Delay reduced by 14th and still at slight level
A 36% crash reduction rate versus a no-build option
The northbound weaving issue resolved by adding a new Traffic signal at ramp terminus
Additional storage will be provided for a northbound left turn lane at Cowan Boulevard
Spotsylvania Avenue access to be improved for the planned re-development in this area

Mr. Gay advised the following study areas have been completed and they are as follows:

- Data Collection & Field Review study
- Crash Analysis data
- Existing conditions operational analysis
- Future no-build conditions operational analysis
- Development of improved alternatives
- Future build conditions of operational analysis

Mr. Gay stated that the study areas that are ongoing and still need to be finalized are as follows:

- Selection of preferred intersection alternatives
- Planning level cost and time schedule estimates
- Citizens Informational meetings
- Prioritization/Packaging of improvements
- STARS improvement summary sheets
- Report development

Mr. McLaughlin asked if these are City specific projects is this something that required FAMPO approval. Ms. Parker stated these are City of Fredericksburg projects whereby applications have been submitted for consideration of funding in Round 3 of the Smart Scale process.

Mr. Ross stated that as the recent STARS study that was completed on Route 2 in Spotsylvania County is now complete, could these projects as well be considered for Smart Scale funding. Ms. Parker advised the study on Route 2 in Spotsylvania County was not a VDOT STARS study and was in fact a study the county initiated so VDOT STARS funding would not be applicable to this project.

Ms. Shelton asked how Stafford County ensures they be considered for Smart Scale applications and/or STARS project improvements, specifically for the Route 610/Garrisonville Road needed improvements. Mr. Agnello stated that currently Stafford County staff has not requested a STARS study being completed on this roadway. Mr. Agnello relayed the projects considered have been submitted from the Technical Committee members representing each locality. Ms. Parker relayed that as the Port Royal study has been completed, currently the slate is open for submitting new requests. Mr. McLaughlin asked that FAMPO staff make new contact with all localities to confirm all roadways wishing to be considered have been or will be taken in to account.

c.) FAMPO Legislative Committee Discussion– Mr. Paul Agnello

Mr. Agnello advised the general process for development of potential legislative items for FY2019 General Assembly consideration is underway and the Legislative Executive committee needs to advise FAMPO on what legislative discussion items it would like to see moved forward. Mr. McLaughlin asked for clarification of who the legislative committee members are and Mr. Agnello relayed it is Mr. Kelly from the City of Fredericksburg, Mr. McLaughlin from Spotsylvania County & Ms. Shelton from Stafford County.

Mr. Agnello stated that recommendations should be forwarded to FAMPO by early fall. Mr. McLaughlin stated the legislative committee would meet prior to this time period and would compile list of recommendations that have been received from each individual locality to move forward for 2019.

Mr. Agnello stated that for 2018, 2 legislative items were made known to FAMPO and presented to the General Assembly for consideration. These 2 items were:

Enabling additional rural multilane divided highways to potentially have a speed limit increase to 60 mph & this item was approved by the General Assembly

Smart Scale change in requesting accessibility measure threshold be increased from 45 minutes to 60 miles was not approved

Mr. Agnello advised the roads within the region that could potentially see a speed limit increase to 60 mph are the following:

US 17 in Stafford County
Route 3 in Stafford County/King George Counties
Route 207 in Caroline County
US 301 in Caroline/King George Counties

Mr. Ross asked why was Route 3 west to Culpeper not considered. Mr. Agnello stated this roadway was not considered as only a small portion of the roadway is in the FAMPO region and the larger part of the roadway is in Orange County which is outside of FAMPO's boundaries. Ms. Parker also relayed that this roadway was addressed and studied by VDOT staff; however, at this time, there are no plans for additional study data to be compiled.

Mr. Agnello advised some potential discussion items for 2019 are included in tonight's agenda packet. Mr. McLaughlin asked that FAMPO staff reach out to the individual localities to obtain General Assembly recommended topics to potentially move forward. Mr. McLaughlin stated the Legislative Committee will then review the recommendations received and select those for FAMPO to move forward on the region's behalf.

d.) Smart Scale Round 3 Update – Mr. Paul Agnello

Mr. Agnello stated that all Smart Scale projects have been received from Technical Committee representatives and all received are on track to be submitted by August 1st. Mr. Kelly asked what type of VDOT feedback is expected to be received on the applications submitted. Mr. Agnello stated that staff has consistently met with VDOT to ensure that all projects being submitted meet the required criteria and applications being submitted are complete and ready to receive a "yea" or "nay" on them being approved. Mr. Kelly asked that FAMPO staff forward an email out to all Policy Committee members after the August 1st deadline to advise of any changes, amendments, etc. that possibly will occur.

e.) Congestion Mitigation & Air Quality Improvement Program (CMAQ)/Regional Surface Transportation program (RSTP) Proposed Changes – Mr. Paul Agnello

Mr. Agnello advised that the reason changes will be needed for CMAQ/RSTP program changes is that the new MAP-21 federal performance based planning requirements are now designed to become more consistent with CMAQ funding requirement allocations. Mr. Agnello stated this will also allow for better coordination with the LRTP prioritization process so that more consistency occurs between both plans. Mr. Agnello also advised that the State is asking the MPO's to have better coordination between

the State's Smart Scale process and each region/locality process so the plans submitted state-wide will be consistent.

Currently, Mr. Agnello stated the new MAP-21 Federal Performance Based Planning Measures includes the following categories:

- Air Quality
- Asset Management
- Congestion
- Safety
- System Performance

Mr. Agnello stated that now only the safety and asset management requirements for transit have come through FAMPO and the remainder of the criteria performance requirements will become effective in FY2019. Mr. Agnello stated this will require a better prioritization coordination process with CMAQ/RSTP projects and in FY2021 will result in all projects being rated and competitively ranked against each other.

Mr. Agnello stated that several mpo's across the state are already implementing better coordination efforts with CMAQ/RSTP project prioritizations for Smart Scale projects and are having these updates to occur on the 2-year Smart Scale process. Mr. Agnello stated that a region improves its chances of receiving fully funded projects in the Smart Scale process if there is dedicated funding allocated to be used for leveraging. Mr. Agnello stated that the annual CMAQ/RSTP allocations will be approximately \$4.2m (\$2.5m for CMAQ projects & \$1.7m for RSTP projects).

Mr. Kelly who developed the prioritization process and what will be changing this time. Mr. Agnello stated the changes occurring will coincide with those listed under current federal regulations for MAP-21. Mr. Agnello stated that for Smart Scale, new changes will include Economic Development as a new rating factor. Mr. Agnello stated that congestion, etc. could be a new category. Mr. Kelly stated the region needs to keep some flexibility open for new projects that could be recommended.

Mr. Steigerwald asked what types of projects that are currently ongoing that possibly could not be included in outgoing years. Mr. Agnello stated that one example of a project currently funded with CMAQ funds is the GWRideConnect program that receives \$125,000 up front annually. This project could still be considered for CMAQ funding; however, it would not be automatic – this project would need to compete with all other eligible CMAQ projects and be ranked accordingly with highest ranked project moving forward.

Mr. Steigerwald stated that as GWRideConnect is not a new program, so if not ranked high enough to receive CMAQ funding then how would funding deficits be accounted for. Ms. Utz stated that GWRideConnect is a program and not a project. Ms. Utz stated this is a program that benefits the region's work force and needs a consistent cash flow program in place to ensure the program remains constant. Ms. Utz stated that state-wide, the rideshare agencies are allocated CMAQ funding off the top of a region's total CMAQ allocations it receives. Ms. Utz advised the CMAQ allocations off the top are designated for the sole purpose of running the program and keeping it constant, and without the funds being applied the program benefits will be cut and staff salaries effected. Ms. Utz stated that even though up-front funding is needed to sustain the program; however, the rideshare programs do in turn generate

additional 5307 funding that comes back to the region that can then be applied to actual projects within a region.

Mr. Dudenhefer stated he feels the committee should go through the process of evaluating and ranking all projects to see which gives the region the best and most options and then select projects accordingly. Mr. McLaughlin stated a re-evaluation process of projects eligible for utilization of both CMAQ/RSTP funding should be compiled and submitted to the committee members for member review so everyone can clearly see which projects & what type of projects are eligible for CMAQ/RSTP funding resources. Mr. Kelly relayed that CMAQ/RSTP funding cannot be allocated to transportation or roadway projects Mr. McLaughlin asked that FAMPO staff forward this list of eligible projects for member review so the item can be re-addressed again at the upcoming September Policy Committee meeting.

f.) I-95 Phase 2 Analysis Results– Mr. Paul Agnello & Mr. Paul Prideaux

Mr. Agnello advised the I-95 Phase 2 analysis results are coming to a close and is an on-going study that has been handled over the last year with FAMPO staff and consultant input from Baker International.

i. StreetLight Origin-Destination Results for Central Park – Mr. Paul Agnello

Mr. Agnello stated the analysis of traffic going to and from Central Park during pm peak hours between 3-8:00 p.m. has been studied. FAMPO staff utilized the 2017 streetlight data that was provided to FAMPO from the State. The streetlight data collected data from GPS and Bluetooth data and collected a sample of traffic origin-destination routes within Central Park. The data determined where traffic stops in Central Park and where it goes next.

Mr. Agnello stated inflow versus outflow data was capitalized. Mr. Agnello advised the inflow traffic data uses the GWRC/FAMPO TAZs and NoVA counties as its origin. Mr. Agnello stated the outflow data sets Central Park parcels as the origin.

Mr. Agnello stated 4 Central Park parcels were studied (Parcel North of Fall Hill Avenue; Furthest West Parcel; Furthest East Parcel with majority of retail density; & parcel between Central Park Boulevard & Carl D. Silver Parkway). Mr. Agnello stated that based on today's data, there are 2,428 trip counts occurring from drivers coming off of I-95 and going into Central Park. Mr. Agnello stated there is significant outflow of weekday traffic between 3-8:00 p.m. at I-95.

Mr. Ross asked if VDOT approves the anticipated traffic for Central Park should the baseball stadium become a reality. Ms. Parker stated the baseball stadium project is a City of Fredericksburg project so VDOT does not monitor or perform traffic analysis as it is a project not supported by the State. Mr. Agnello stated the data shows that 20,000 vehicles enter Central Park during the weekdays and they will all make at least a 5-minute stop within Central Park. Mr. Agnello stated data is compiled via a cell phone that is turned on and not compiled for those who are seeking directions to Central Park via google, map quest, etc. Mr. Dudenhefer asked if the data also captures traffic going into the Spotsylvania Towne Center. Mr. Agnello stated Phase 2 did not as it was strictly capturing data within the City of Fredericksburg going into Central Park. Mr. Agnello stated that if a Phase 3 study is deemed necessary by the Committee, the mall traffic could then be accounted for within the next study.

Mr. Dudenhefer asked if the data captured is also using future data that would include an additional 5000 cars heading to the baseball stadium. Mr. Dudenhefer stated that if this data is not being captured then why is it something to discuss now as it will ultimately add an additional layer to the current congestion already in place. Mr. Barody stated that the baseball stadium is not a finalized concept at this point so future traffic would not be considered at this time. Mr. McLaughlin asked staff to re-run the report including the projected additional 5,000 vehicles with the assumption that the baseball stadium will become a reality and have this report available for review and discussion at the upcoming September Policy Committee meeting.

ii. Interchange Analysis – Mr. Paul Prideaux

Mr. Prideaux stated the I-95 Phase 2 highway study is near completion. Mr. Prideaux stated a final report is being created that will document the findings of the I-95 Phase 2 study and will be used to help support the Smart Scale applications submitted within the FAMPO region. Mr. Prideaux stated the final report will include information about the assumed future 2045 no-build conditions along the corridor that will include the following:

- Northbound Rappahannock River Crossing project
- Southbound Rappahannock River Crossing project
- FredEX lane extension south to Exit 133

Mr. Prideaux stated the final report will document recommendations beyond the no-build conditions to address future travel demand such as the following options:

- Widening of I-95 to 4-lanes nb between Exits 126/130
- Widening of I-95 to 4-lanes sb between Exits 130/126
- SB off-ramp improvements at Exit 126
- Other interchange ramp improvements at Exit 126 (STARS) & 136 (SB off-ramp)

Mr. Prideaux stated the final document will be completed within a week and will acknowledge that the region is considering the addition of a new or modified access point along I-95; however, will not take a position which change or changes should be recommended.

Mr. Prideaux relayed the study team performed additional study into possible new interstate access points within the FAMPO region to include the following:

- New full access near milepost 131 (Rest Area)
- New full access near milepost 128 (Harrison Road)
- Improved access at existing Exit 126 (Route 1)

Mr. Prideaux stated initially the study team also include a potential new full access point near milepost 124 (Alexander Crossing); however, data showed this to be the least favorable alternative, so the final report will not include data on this site at this time. Mr. Prideaux stated the background no-build network assumptions for comparison of new access scenarios do include the following:

- I-95 sb river crossing project
- I-95 nb river crossing project

4 lanes sb and nb on I-95 between exits 126/130

Mr. Prideaux stated that regarding interchange project readiness, the proposed I-95 changes near mileposts 131 and 128 would constitute new interstate access points. Per FHWA requirements, an IJR/IMR report would be required to request permission for such actions to occur. To date, neither an IJR or IMR has been requested and/or begun. Mr. Prideaux stated that even though Exit 126 would result in modifications to the existing exit, that even though less detailed and costly, an IMR would be required before the project can move forward. Mr. Prideaux stated that FHWA would also require NEPA documents being completed on all 3 scenarios listed above.

Mr. Prideaux stated an IJR/IMR & NEPA documents take approximately a year to complete and have an approximate 5-year shelf life before they expire. Mr. Prideaux stated there can be numerous and successful ways to provide new access points to an existing interstate system. Mr. Prideaux stated that factors involved that can either make a project higher or cheaper include factors such as terrain; available right-of-way needed or already have environmental constraints, future travel demand data, & available funding.

Mr. Prideaux stated that as to date no funding is allocated; this just gives the region a sneak peek as to what potentially could be accomplished. One technique utilized by the study team is to apply the VJust tool to the proposed access scenarios to be able to better understand which interchange layout may be the best suited.

Mr. Prideaux stated the study team focused final data on either a new access point at milepost 131 and 128 and a cost/benefit quotient was completed. This includes a more rigorous calculation of benefits and a more detailed cost estimate. Mr. Prideaux stated the study team decided to not include the I-95 widening projects from the cost estimates because these improvements will be a pre-requisite in the no-build conditions.

There was discussion from Mr. Dudenhefer and Mr. Ross who expressed concern that the number being reflected for Exit 131 was not accurate or consistent. A request was made for the study team to review and provide more feedback at an upcoming meeting. Mr. McLaughlin stated no action from the committee was needed tonight so there was time for re-calculations to be reviewed.

Mr. Prideaux stated the initial preliminary cost estimates which have been reviewed by VDOT to date show the following results:

Exit 131 - \$53,675,051.59
Exit 128 - \$160,929,808
Exit 126 - \$246,206,540

Mr. Prideaux stated that even though the new access point at Harrison Road (Exit 128) shows a reduction in delays, it also has a higher cost associated with it. Mr. :Prideaux stated the next steps will be to finalize the I-95 Phase 2 technical report for inclusion into Smart Scale applications. The study team will also follow-up with answers to questions about high-level access analysis that is prepared to this point. The study team will begin more detailed technical analysis (likely similar to an IJR) for one or more proposals for new/improved I-95 access points along the corridor. The study team will also determine what additional improvements will be needed at Exit 133 once the northbound river crossing project is known. Mr. Prideaux stated there will be sufficient time between now and Round 4 of the Smart Scale application

process to answer all remaining questions to allow the region to make the best decision should it wish to pursue a new/improved access point.

Ms. Maurer asked if the project cost estimates change if a locality contributes towards the project. Mr. Ross asked the cost of performing an IJR. Mr. Agnello stated today's cost is approximately \$525,000. Mr. Ross asked if data/report is available that shows the impacts of traffic flows for both the northbound & southbound directions on I-95. Mr. McLaughlin stated that if an IJR is needed for any (or all) of the new access points then why doesn't the committee approve both. Both Mr. Agnello and Ms. Parker reminded the committee that the IJR's are costly and have shelf life expiration dates on them, so you may not want to consider both if a project is not endorsed regionally to move forward. Mr. McLaughlin stated there was good discussion points addressed tonight and he asked that FAMPO staff bring back additional feedback for discussion at the upcoming September meeting.

iii. FAMPO Benefit/Cost Analysis Memorandum – Mr. Paul Prideaux

Mr. Prideaux advised that included in tonight's agenda packet is a technical memorandum developed by the study team that gives a summarized report of the I-95 corridor evaluation Phase 2 study that provides a benefit/cost quotient analysis and can be reviewed at member discretion.

iv. FAMPO Benefit/Cost Calculation Worksheet – Mr. Paul Prideaux

Mr. Prideaux advised that included in tonight's agenda packet is a technical memorandum developed by the study team that gives a summarized report of the 2045 no-build study corridor can be reviewed at member discretion.

v. Discussion of Next Steps – Mr. Paul Agnello

Mr. Agnello again reiterated that no decision needs to be made tonight by the Policy Committee and asked that any feedback, questions, comments, etc. regarding tonight's discussion and presentations be forwarded to him by month end.

STAFF AND AGENCY REPORTS - None

MEMBER REPORTS - None

CORRESPONDENCE

Mr. Agnello advised the correspondence is included in tonight's agenda packet and is self-explanatory. However, Mr. Agnello stated that a new piece of correspondence was added to the packet late this afternoon and Mr. Kelly will update the Policy Committee accordingly.

Mr. Kelly stated that the City of Fredericksburg met earlier today with Transurban and he asked for clarification and written documentation from them on two specific points. Mr. Kelly stated the first question asked of Transurban was what the current plans are for extending the HOT lanes to Massaponax & if not moving forward what are the issues.

Mr. Kelly stated Transurban advised there are currently no plans to extend the Express Lanes to Massaponax or beyond and if it should change this would result as a policy decision being made from

the Commonwealth. Transurban stated that should the Commonwealth be interested in moving the HOT lanes further south, then Transurban would also then be interested.

Mr. Kelly stated the next issue was regarding improvements on I-95 as it relates to Transurban's contract with the State and the consideration of payment for such improvements. Mr. Kelly stated that with the past history and Transurban's position to know what it actually means would be appreciated.

Transurban advised that regarding the compensation events, a link to the I-95 Express Lanes Comprehensive Agreement was provided (and is included in the handout at tonight's meeting). Transurban relayed that regarding Alternative Facilities, background information on specific projects that could become a compensation event that would include additional lanes on I-95 and improvements to Route 1 are specifically addressed with an extensive process spelled out in the agreement documentation. Transurban also relayed that it is clear in the agreement that the CTB and VDOT have a paramount public interest and duty to develop and operate whatever department projects it deems to be in the best interest of the State and that compensation to the Concessionaire is entitled on account of the Alternative Facilities agreement being a fair and equitable solution.

In closing, Transurban stated they have a strong relationship with the State and with VDOT and the localities where they operate so they will remain committed to doing everything they can to continue to support VDOT in its efforts to improve the travel conditions on the I-95 corridor.

FAMPO COMMITTEE MEETING MINUTES – Minutes from the Technical Committee and CTAG are included in tonight's agenda packet.

ADJOURN FAMPO MEETING/NEXT MEETING, SEPTEMBER 17, 2018 – The July 16, 2018 meeting adjourned at 8:18 p.m. & the next meeting date will be on September 17, 2018 at 7:15 p.m.

After the conclusion of the July 16th meeting, the FAMPO Policy Committee went into a closed Executive Session meeting for the purpose of discussing a personnel issue.